

2004-4



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JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF
AMERICA INC.

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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MEMBERSHIP in the Association is open to any person, regardless of ability as a Ship-in-Bottle builder. For a membership application, please write to the Membership Chairman—Don Hubbard, P. O. Box 180550, Coronado, CA 92178-0550 U.S.A. **ANNUAL DUES ARE \$ 25.00** per year, for both North American and Overseas members, except for Overseas members wishing to receive The Bottle Shipwright, via First Class Mail. The dues for those members are \$28.00 per year. Dues should be sent to Don Hubbard at the above address.

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DEADLINE for submission is the second month of each quarter.

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The Battle Shipwright

Volume 22.

Number 4.

ON THE COVER- Jack Hinkley's 2004
Christmas Cover.

BACK COVER- "Nuestra Senora de Guadalupe"
By Juan Rodriguez del Barrio.

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THAT IS ALL!

.....ATTENTION ON DECK! THIS IS THE CAPTAIN!!

Once again I wish every member of our Association the
MERRIEST OF HOLIDAY SEASONS and a HAPPY AND BRIGHT NEW YEAR.
News Item.

(from Kai Cho) "The high school cross country season, a
great one has come to a halt and during the team banquet
the second Jack Hinkley Team Spirit Award was given to one of
the Senior Girl runners who had been selected by the coaches
with my approval.

AND, ABOUT GROWING OLDER.....

First, Eventually you will reach a point when you stop
lying about your age and start bragging about it.

Second, The older we get, the fewer things seem worth
waiting in line for.

Third, Some people try to turn back their odometers.
Not me. I want people to know "why" I look this way. I've
traveled a long way and some of the roads weren't paved.

Fourth, When you are dissatisfied and would like to go
back to youth, think of Algebra.

Fifth, You know you are getting old when everything
either dries up or leaks.

Sixth, I don't know how I got over the hill without get-
ting to the top.

Seventh, One of the many things no one tells you about
aging is that it is such a nice change from being young.

HIT THE BOTTLE

Eighth, One must wait until evening to see how splen-
did the day has been.

Ninth, Being young is beautiful, but being old is com-
fortable.

Tenth, Long ago when men cursed and beat the ground
with sticks, it was called witchcraft. Today it's called golf.

And finally, If you don't learn to laugh at trouble, you
won't have anything to laugh at when you are old.

Send Material for the Editor to-----
5075 Freeport Drive, Spring Hill, Fl., 34606.
E-Mail-btlshprt @ innet.com.

Ray Handwerker



I must be getting old, Are the lyrics to that old song,
"Check the balls on that light brown collie fa-la-la-la"????
or is it "Throw the ball to the light brown collie,"??????
Oh well , of all the things i've ever lost I miss my mind
the most. Anyway, we wish all of you a happy, healthy and
prosperous , holiday and new year. Sorry I'am a little late
with this issue, but after our wonder fall season, (trees,
shingles, screens, roofs, etc.) we are finally getting back
to abnormal. Once again thanks to all of you who sent in tips,
hints, photos, and articles that made it possible for me to
put out another four issues. I sincerely hope you liked them.

Now lets refill those bottles.

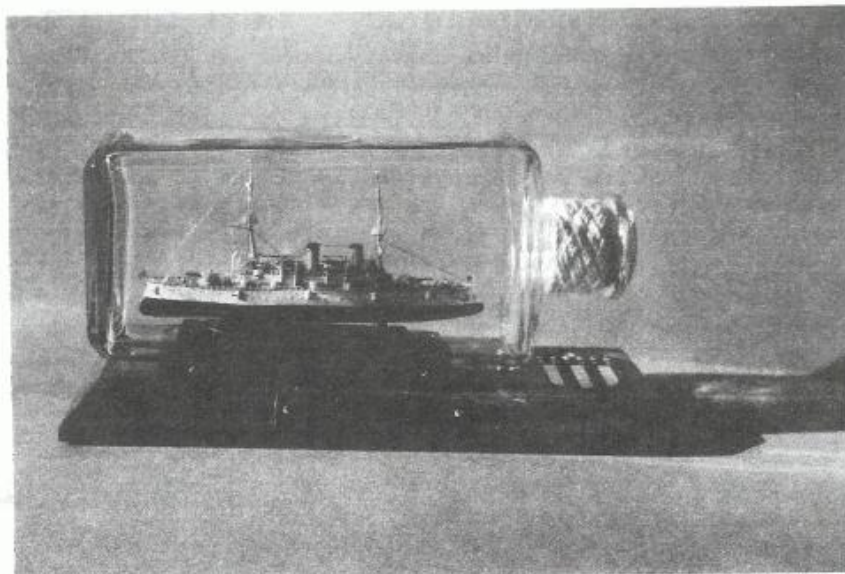
WELCOME ABOARD NEW MEMBER.

Quinton Leon Boroi, 639 Harrison st. Port Clinton, Ohio, 43452-2117.

ADDRESS CHANGES.

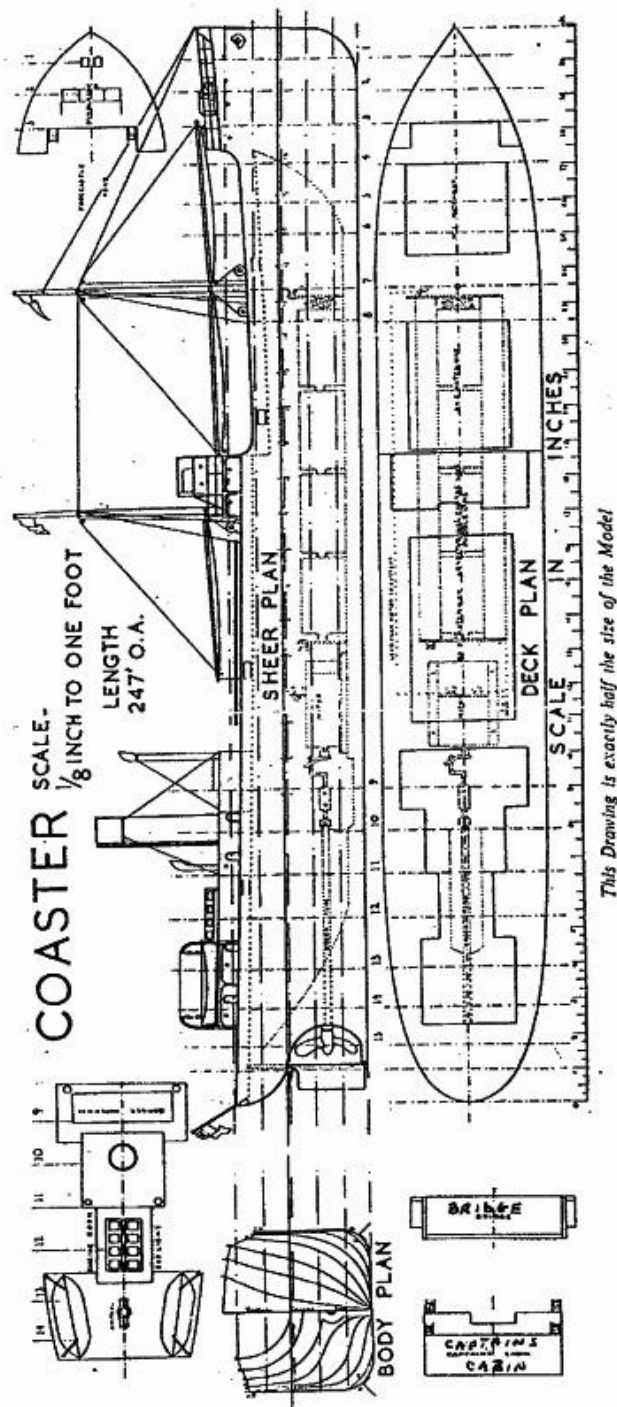
Allen B. Campbell, 10477 Shorecrest Rd. Biloxi, Mississippi, 39532-8363.
Adam Mello, La Siesta Village, 113 Hacienda Dr. Napa, California, 94558.
Ingela Ortendahl, Skordevag 104 S-121 33 Enskededalen, Sweden.

If I missed anyone, my apologies, and drop me a line for a correction in
the next issue.



Bill Weiser of Florence, Oregon sent in the photo above of USS Olympia
CA 16 /CL 86-1888 He completed it 1/11/03
Thanks again Bill , beautiful work.

A man in Oklahoma admitted he lied on his income tax return --- he listed himself
as head of household!!!



"Heads Up" to Nautical Research Guild Members
From Edward Von der Porten

A recent incident shows that the *Nautical Research Journal* has changed dramatically

The Winter 2003 issue of the *Journal* had an article about a reconstruction of John Cabot's ship *Matthew*. I sent in a letter of commentary about the sources used by the author and the ship reconstruction, the type of letter that has often been published in the *Journal*, sometimes followed by an author's rebuttal. The new editor refused to print the letter. No reason was given, despite an exchange of e-mails. The editor claimed the support of the Nautical Research Guild Board of Directors

I exchanged more e-mails with the editor, pointing out that she was instituting a policy of censorship, at variance with the policy of all scholarly journals, which depend on free exchange of ideas to seek knowledge. The answer was, "[P]ublishers have the right not to publish materials as they see fit." This is obviously untrue: once a subject is opened in a journal, the letters column is an open forum for thoughtful discussion.

I then appealed to the Board with a letter summing up the issue and enclosing all the correspondence. I received a friendly and useful telephone call from one Board member and then a call from the Board Chairman. I was informed that the reason for the rejection of my letter was the tone, not the substance, that the Board would back the editor, but that the Chairman would discuss the issue with the editor. I offered to change the tone of the letter and followed up with two telephone calls to the Board Chairman over the next weeks, but no resolution was forthcoming.

I changed the tone and resubmitted the letter. Again it was rejected without explanation. A full copy of this correspondence is available on request.

The *Nautical Research Journal* has become a closed publication, not subject to the normal checks and balances of open discourse or peer review, but functioning at the unchecked whim of the editor.

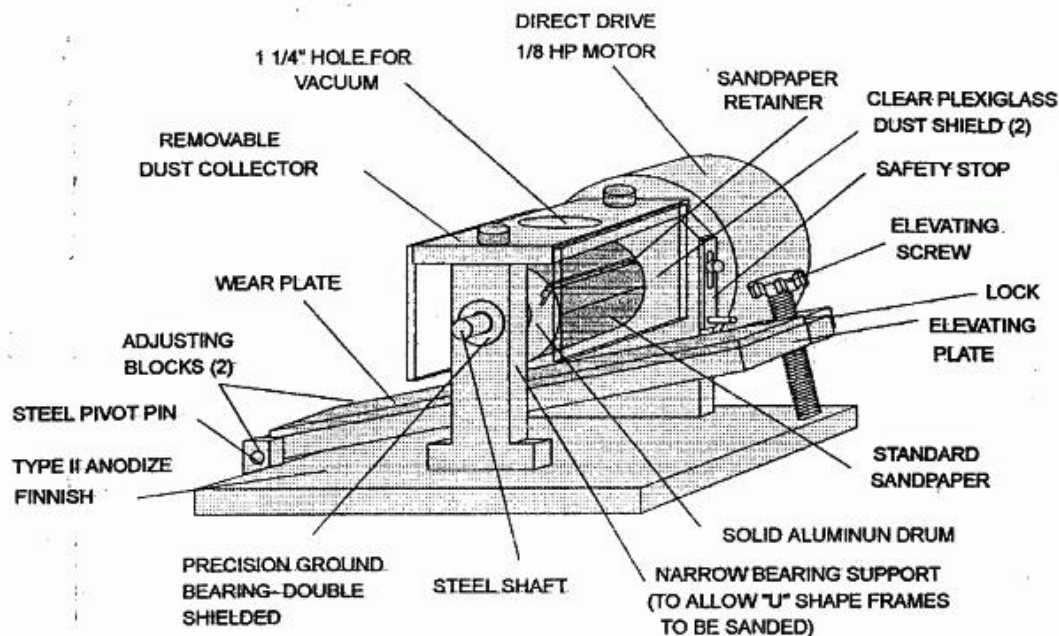
Howard I. Chapelle, who wrote about "The Ship Model that Should Not be Built" in the *Journal*, must be turning in his grave.

Edward Von der Porten
143 Springfield Drive, San Francisco, CA 94132-1456 U.S.A.
415-664-7701 edandsaryl@aol.com

For those who don't know me, I am a nautical historian and archaeologist with a special interest in the history and archaeology of the ships of north and west Europe and, by extension, of all the high seas after 1492. As a forty-year member of the Guild I have contributed articles and reviews for quite a few years, and was developing two new series of articles. I also am a frequent speaker at nautical conferences.

This commentary may be copied and circulated at will.

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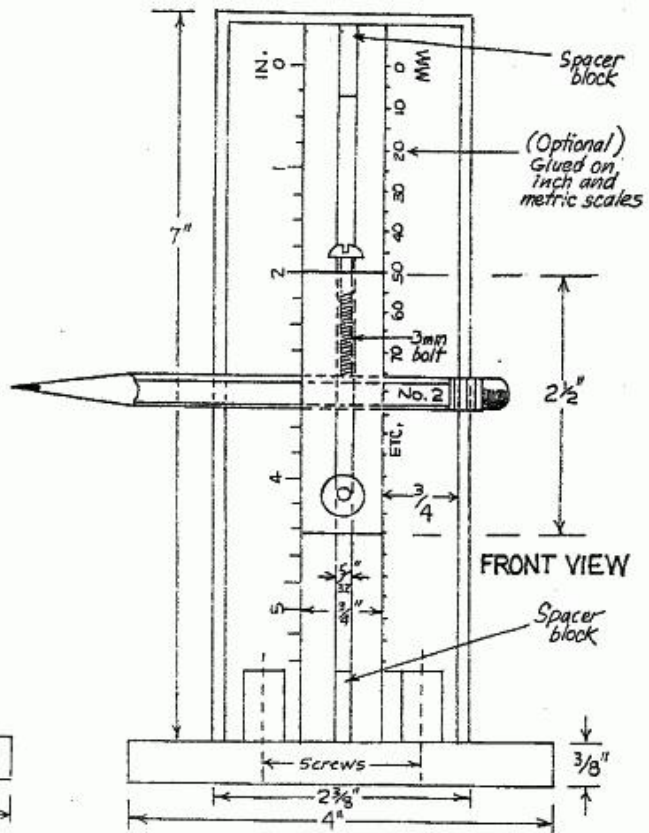
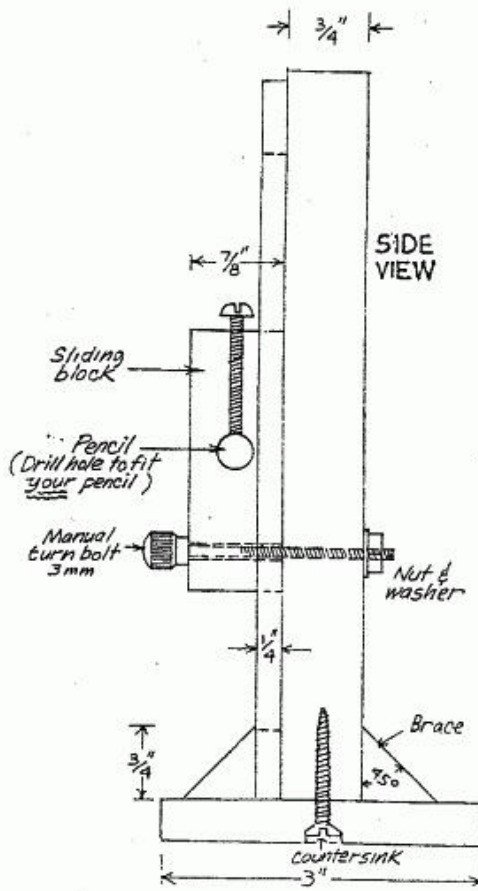
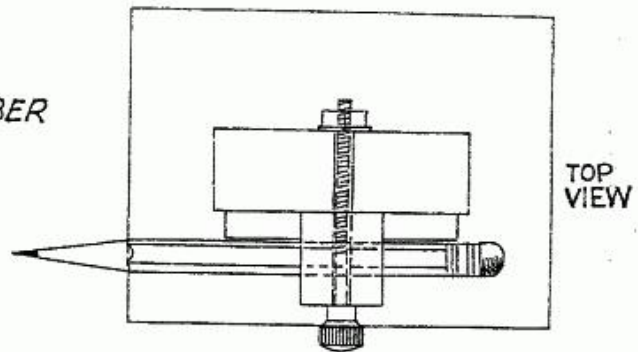
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LEVEL SCRIBER





With this issue we welcome one new member, Quinton Leon Boroi of Port Clinton, Ohio. And while he has yet to build his first SIB, he has some interesting history to mention. "My uncle, the late Leon Labistour, of Robin Hoods Bay, England, inspired me to take up the family hobby. My grandfather, Leon Labistour, a ship Captain, was the first. I have the tools and a starter kit my uncle sent me in the early 1990's".

(Editors note, For those of you that are not aware of who Leon Labistour is, He was a long time mainstay and President of the European Association of Ships in Bottles. Leon passed away a few years ago. His wife Pat Labistour is presently Membership - Secretary of that association. They also have a quarterly news letter that is very well published. If you are interested in joining them contact EASIB Membership Secretary,

Pat Labistour, Seascope, King Street,
Robin Hood's Bay, Whitby, N Yorkshire,
YO22 4SH, England.

Dues are \$31 U.S Cash)

Welcome Aboard to Quinton and remember that this is your journal, It is about you, what you do and how you do it. Your hints, tips, methods or materials, are important and we hope you will share them with us. We hope you will enjoy being part of this association and will help to spread the desire to build ships-in-bottles to others to keep our art alive. If you need help with a building or material problem, let us know and we will try to help.

SHARING OUR RESOURCES

Correspondence with fellow members revealed that some had needs that I could - or could have - been of help with. One member had a commission to make an SIB of the Bonne Homme Richard and related he'd purchased a copy of Boudroit's book on same. Had I known of his need, I'd have gladly loaned him my copy - which I'd bought back in less costly 1987 (& with a USNI member discount). I've also offered to share a plan of that ship that I purchased even earlier.

Another member was interested in the river boats used by the Lewis & Clark Expedition of 1804. I recently scanned old ship model magazines and journals I had to cull out many. One I discovered was a Nautical Research Journal containing a scholarly, 11-page article on those boats, which I promptly mailed to that member.

I'm sure many of our older members have amassed substantial collections of ship drawings, books and information and would be willing to loan same. If theirs are like mine, there are too many items to list.

So, before you resort to paying today's high prices for such materials, I'd suggest you relate specific needs via The Bottle Shipwright, or...

C.A. Hand



Member Ross Ewings of Harrington, NSW, Australia sent in a bunch(82) of photos of his works over the last 35 years. He states " I'am 78 years old now, my eyesight is good. My fingers are nimble, so I will continue making ships-in-bottles". (he has made 188)

Photo below is the "Mayflower" made from a kit.

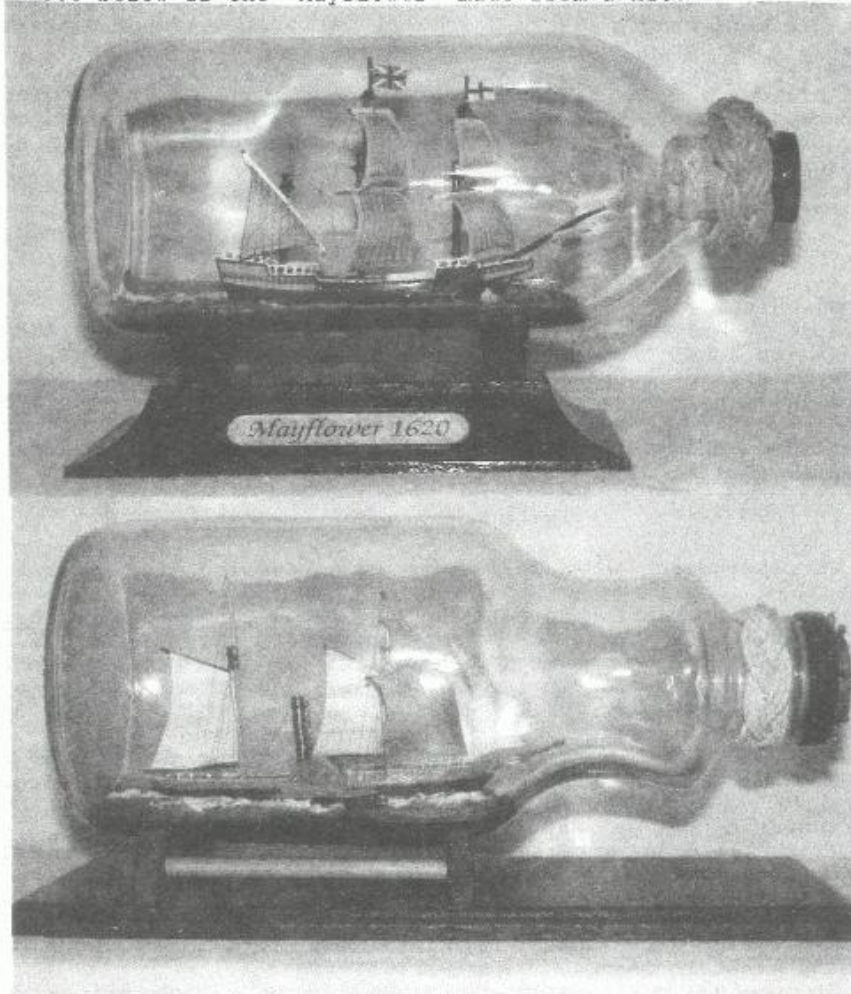
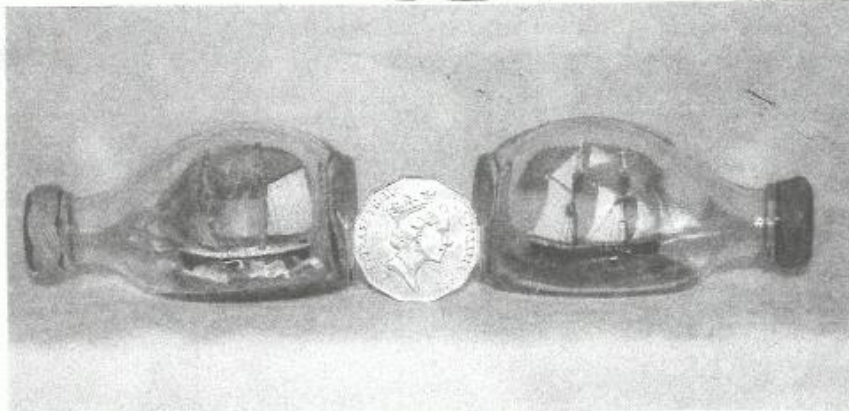


Photo above is the Paddle Wheel Steamer "Sirius" by Ross Ewings. (ps. Ross good timing , you got the last two decals we have, will be sending them soon ,Thanks, Ray)

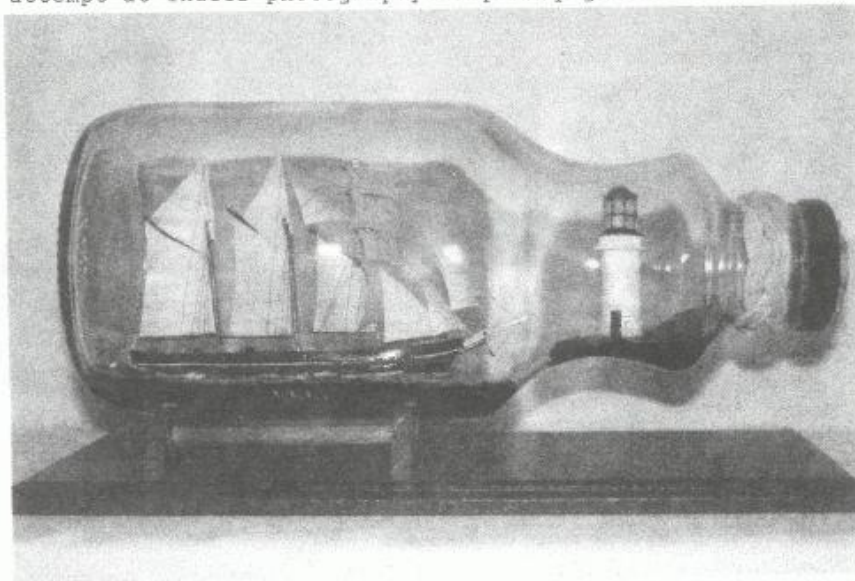
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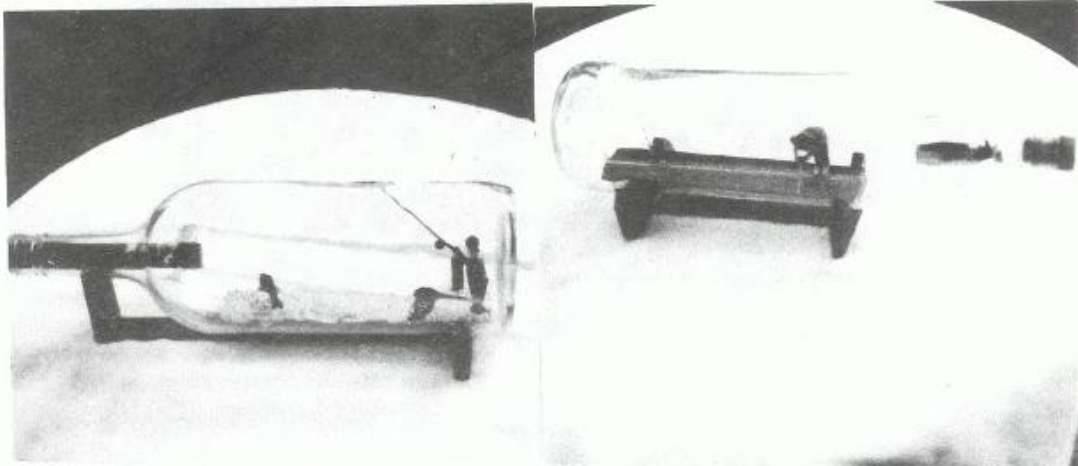


Above Left, Topsail Schooner
"Dolphin" 50¢
Piece.

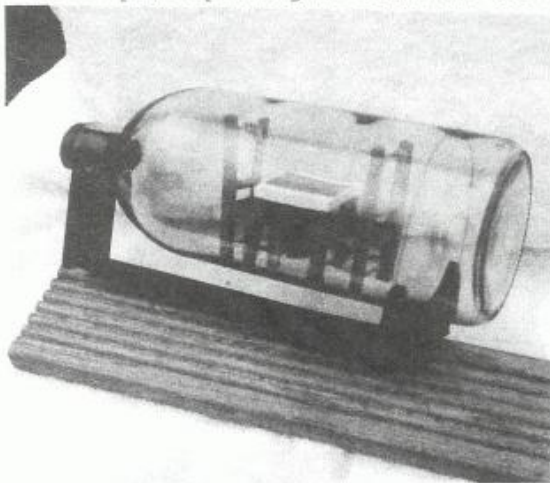
Above right, Brigantine
"Pandora"

Below, The Topgallant Schooner "Enchantress" with Lighthouse in the neck of the bottle. Beautiful work Ross. And your first attempt at indoor photography is pretty good.

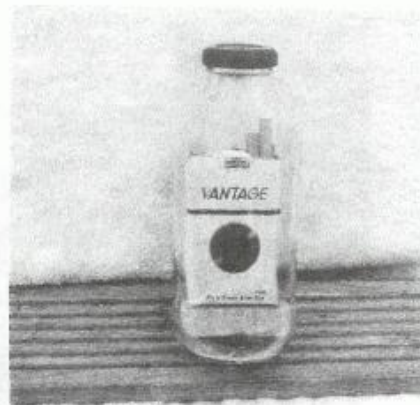




Some more of Alex Cuthbert's works. Above left, "Hooked" Above right, "He'll pick up his golf clubs on the way out"



Above left, "Ready for checkers"
Thanks Alex nice work.



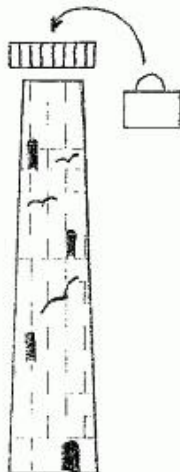
Above right, "Cigarettes, where they belong".

The Last Word.....If we could use the money political candidates spend on their campaigns, we could cure a lot of the ills they complain about!!!

HOLLAND

THE LIGHTHOUSE.

When making a ship in a bottle, a nice background-scenery will definitely enliven the whole picture. One of the most popular items is the lighthouse. Sometimes white, sometimes red or striped, but it gives a splendid idea of a ship sailing along the coast, leaving the harbour or whatever it is that you wish to present to the admirers of your bottleships. A simple form is a piece of

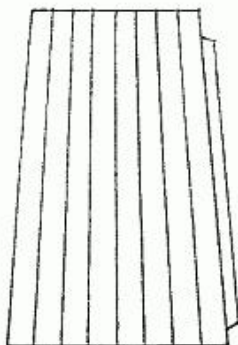


round wood where the top is as wide as the bottom. But this time we will make a more sophisticated lighthouse and you will see that such a lighthouse also gives a lot of satisfaction when it is ready. First of all we must determine the maximum diameter of the lighthouse, so that we are sure that it will pass through the bottleneck. I have chosen for the maximum diameter of 14mm, which will suit a lot of our bottles.

First we make a round lighthouse. The base diameter is 14mm and the top is 10mm.

Cut a piece of strong paper, thin carton or similar and roll it around a pencil. Glue the lip to the inside and let it dry. You can paint the lighthouse before or afterwards. Add whatever you wish to show. Windows, birds etc. You now have a tapered tube and when you put it on a flat surface you will see, that it hangs over. No problem! Cut away the excess on one side and your lighthouse will stand straight. Check also the top and make the necessary corrections. Glue a circular piece of cardboard to the bottom and let it dry. I sometimes use a piece of gravel if it is a rocky coast.

You can also make an octagonal lighthouse. In this case I divide the top and bottom in 8 equal parts. I connect the points of top and bottom. In this case I prefer thin cardboard. With a blunt tool e.g. a screwdriver I trace the lines deeply and I fold the cardboard along these lines.



After glueing you will see again, that the lighthouse doesn't stand straight up. No harm done! Cut away the excess on one side and fix it to a carton disc of approx. 15mm. Check also the top, so that anything put on it will be horizontal. To smother all protests from the beginning, I know that this construction has not been done the mathematical way. The bottom of a small metal tube will function as a landing (a). Paint black and paint the railing white. Fix the lighthouse into the putty and put also some putty on the slightly protruding disc. If you wish to put your lighthouse on a rock, surround it by some small black pebbles and use a lot of white on the pebbles to show the surf.

Let your fantasy work and make it a piece of art.

I wish you every possible success and I hope to hear from you one day how successful you were.

Bob de Jongste, the Hague, Netherlands.

11.

A ROLLING BOTTLE. (Bob de Jongste)

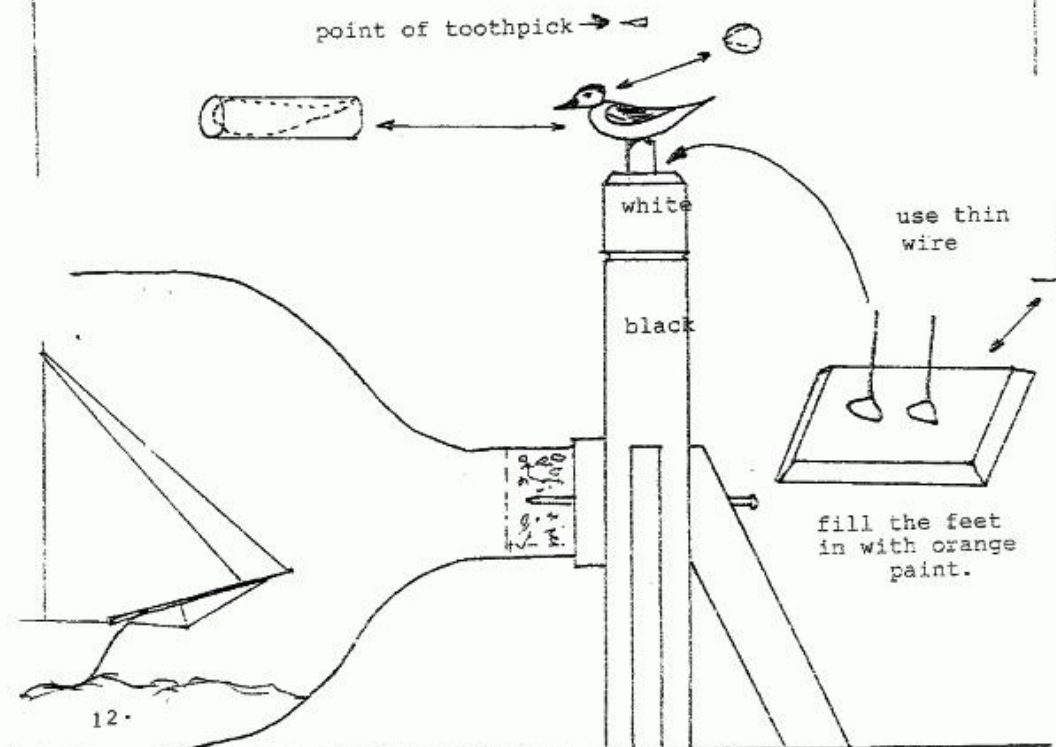
When you have finished a ship in a round bottle and everything seems to be shipshape, then you suddenly discover, that the bottle has a tendency to roll, so that your sea is halfway up in the sky.

There are many ways to remedy this problem, but I would like to draw your attention to the mooring-post. This gives a nice support to your SIB.

I use a piece of wood of approx. 14 x 14 x 120 mm. The three legs are made out of 10 x 5 mm wood. The body as well as the three legs are black. The head is white.

It is not difficult to make a seagull. The main problem is fixing the legs to the head of the mooring-post. I did it by means of a steel pin in the triangle of the foot. Later on the triangle was filled in with orange paint, which also nicely covered the head of the pin. To fix the mooring-post to the bottle I use some glue, but to make certain that the two items do not fall apart some day, I drive a steel pin through the mooring-post into the cork. Make sure that the pin doesn't protrude from the cork.

I wish you lots of success!



GUNPORTS. (by Bob de Jongste)

It is generally known that in the old days the owners of windjammers had gunports painted on the sides of the hull in order to frighten off pirates, who were frequently operating in the Malay Archipelago (Achin) and in South East Asia. I have developed a method which suits me perfectly. I can recommend it since it is so very simple. Technical draughtsmen use very often a self-adhesive tape, that is available in various widths and colours. I myself have used tape of 0.4 mm to 1.6 mm (1/64 to 1/16"). I know of two brands, NORMTAPE from France and LETRATAPE from the USA. On a black hull you can best use white 1.6 mm tape. Put the tape on the hull as indicated in the drawing and put some glue at both ends of the tape. The gunports are indicated by black paint. On a white hull I take two tapes of 0.4 mm at a distance of 1.4 mm and I paint the gunports with black paint. On large windjammers I have often seen 18 gunports on each side of the hull. On the Great Britain of Brunel I even counted 24 gunports on each side.



Holiday Eating Tips:

1. Avoid carrot sticks. Anyone who puts carrots on a holiday buffet table knows nothing of the Christmas spirit. In fact, if you see carrots, leave immediately. Go next door, where they're serving rum balls.

2. Drink as much eggnog as you can. And quickly. Like fine single-malt scotch, it's rare. In fact, it's even rarer than single-malt scotch. You can't find it any other time of year but now. So drink up! Who cares that it has 10,000 calories in every sip? It's not as if you're going to turn into an eggnog-aholic or something. It's a treat. Enjoy it. Have one for me. Have two. It's later than you think. It's Christmas!

3. If something comes with gravy, use it. That's the whole point of gravy. Gravy does not stand alone. Pour it on. Make a volcano out of your mashed potatoes. Fill it with gravy. Eat the volcano. Repeat.

4. As for mashed potatoes, always ask if they're made with skim milk or whole milk. If it's skim, pass. Why bother? It's like buying a sports car with an automatic transmission.

5. Do not have a snack before going to a party in an effort to control your eating. The whole point of going to a Christmas party is to eat other people's food for free. Lots of it. Hello!

6. Under no circumstances should you exercise between now and New Year's. You can do that in January, when you have nothing else to do. This is the time for long naps, which you'll need after circling the buffet table while carrying a 10-pound plate of food and that vat of eggnog.

7. If you come across something really good at a buffet table, like frosted Christmas cookies in the shape and size of Santa, position yourself near them and don't budge. Have as many as you can before becoming the center of attention. They're like a beautiful pair of shoes. If you leave them behind, you're never going to see them again.

8. Same for pies. Apple. Pumpkin. Mincemeat. Have a slice of each. Or, if you don't like mincemeat, have two apples and one pumpkin. Always have three. When else do you get to have more than one dessert? Labor Day!

9. Did someone mention fruitcake? Granted, it's loaded with the mandatory celebratory calories, but avoid it at all cost. I mean, have some standards.

10. One final tip: If you don't feel terrible when you leave the party or get up from the table, you haven't been paying attention. Reread tips; start over, but hurry — January is just around the corner.

Remember this motto to live by:

Life should not be a journey to the grave with the intention of arriving safely in an attractive and well-preserved body, but rather to skid in sideways, chocolate in one hand, mardini in the other, body thoroughly used up, totally worn out and screaming, "WOO HOO what a ride!"

Original source unknown.

NOTES FROM THE MEMBERSHIP CHAIRMAN

by
Don Hubbard

I wish to thank members **Ross F. Ewing, Harrington, NSW, Australia** and **Tom Smith, Lawrenceville, GA**, for their extra donations to the Association. Also note, Tom has changed his E-mail address to tsmith770@comcast.net

Holy Smoke, another year has past, but it has been a memorable one. Our International show at the San Diego Maritime Museum has been a great success and will be ending the first of January 2005. The work has been viewed and appreciated by many thousands of visitors and has given them all a better idea of the complexities in our work and of the innovation that modern builders have brought to our once arcane art. It was only necessary to stand silently at the exhibit and listen to the exclamations of surprise and often laughter as viewers discovered yet one more bottled modeling gem in a room full of them. This was the largest collection of bottled ships and other objects that has ever been assembled in North America. As such it has set a milestone for our hobby, for the Ships-In-Bottles Association of America and for our host the San Diego Maritime Museum. Along with the public, we have all benefitted from the generosity of the participants

For those of you whose models are on exhibit you can expect them to be returned, in the original shipping containers sometime in January. We begin repacking for shipment the first week of the new year. Packing and shipping will be done by museum volunteers supervised by Bob Crawford, Curator of Collections and by me.

Your reward: In addition to a Certificate of Appreciation, the returned models will have an enclosed compact disk which contains a complete record of all the models in the show. This is a collectors item. The disk will help participants to appreciate the excellence of the art which was on display. We are looking into making additional copies for sale to other members who might be interested. Again, thanks everyone for your participation.

FREE TOOLS

To paraphrase 'The Godfather', here is an offer you can't refuse. Member Steve Wilson, Sacramento, California, has had to give up building bottled ships for a number of reasons, but he doesn't want his tools and materials to go to waste. His letter says, 'some tools I made, some I bought, hulls, thread, small drills, etc.' so he is offering them to any builder who is in need. He will even pack them up and ship them to you. If interested please write to Steve at: Steve Wilson, 7611 Rincon Villa, Sacramento, CA 95828. Not sure of the area code, but think his telephone number is 916/682 8463. Make the call!

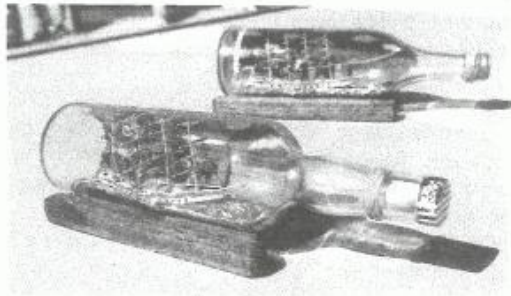
I am working on a complete remodel of a small rental I own (Boy am I learning a lot - electrical, plumbing, dry wall, etc.), so my notes this time must necessarily be abbreviated. However, I want to thank all of you for membership and for your enthusiasm and dedication to our traditional art form. Always remember that your work will still be viewed and enjoyed 500 or more years from now, so keep at it and make certain your name and the date appear somewhere on or in the bottle. Best wishes for the new year.

Don Hubbard, December 2004.



Introducing Russell Rowley, Ship Bottler, Seattle, WA

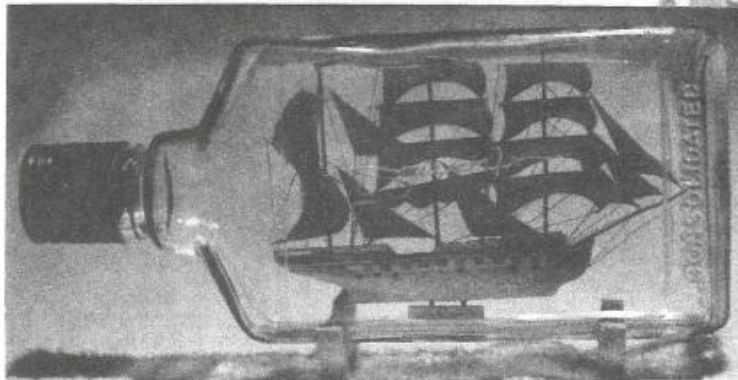
Russell Rowley has been one of our most faithful bottle builders and contributors to the newsletter during the many years he has been with our Association. He works as a seaman aboard scientific research vessels in the Pacific so he has time to pursue our hobby and also has the good fortune to visit places where the bottling art is still practiced. On one visit to Thailand he discovered the Bottle Museum in *Pattaya City* which houses a wonderful collection built by a Dutchman, Pieter Bij de Seij. He has also collected bottles in *Vietnam* and in *Muscat, Oman* (shown below). Thanks Russell for once again adding to the enjoyment of Bottle Shipwright.



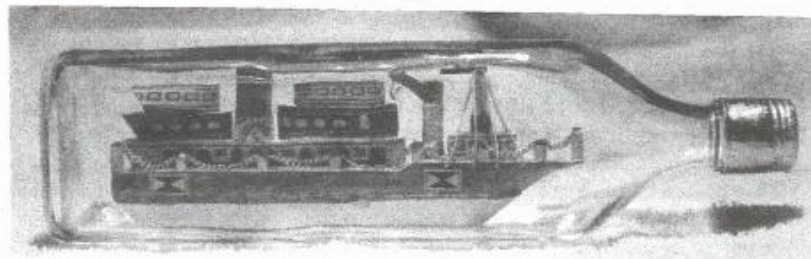
2 four masted barques by Russell



Russell Rowley



Ship in a bottle made in Nha Trang, Vietnam



Ship in a bottle made in India and purchased in Muscat, Oman

The Best of Bottle Shipwright

THOSE TROUBLESOME SPINNAKERS by Harold C. Gile

(from Compass Card #1, 1981 - Compass Card was the newsletter of the French SIB Association which was the forerunner of Bottle Shipwright)

Modern spinnakers used on racing craft are very colorful and, it seems to me, would look very well inside a bottle, although the ships themselves are not very graceful - merely racing machines. Such a sail must be shown billowing. Fortunately they are used with either one or two clubs which would help keep them in position inside the bottle.

The problem is further complicated in that their shape must be changed while putting them into the bottle which require that they rebound to original shape once inside. To accomplish this I saturated handkerchief loth with white latex and let it curve over a form. When freed from the form it didn't wholly keep its shape but flattened out a little. This, of course, can be overcome by giving the form more curvature to compensate. But the biggest problem was that the white latex was no longer white after curing. Someone with greater knowledge of latex could probably help here.

I am also thinking of vacuum forming a white plastic sheet over a form, but I really don't care for plastics. I have determined, however, that such a sheet can be given a textile appearance by lightly sanding first in one direction and then at a right angle with fine emery cloth.

DETAILS - FOR REALISTIC EFFECTS by Lawrence Derleth

(from Compass Card #1, 1981)

Once in a while I get so involved with the modeling of a ship or boat that I forget to prepare the bottle its to be put into. On these occasions I don't use the traditional putty sea. I use a Decoupage Resin, tinted with a few drops of Flo-Quil blue or green paint. The resin hardens in about four hours, and the ship will be reflected in this type of 'sea'. I also use a cardboard template to paint the outline of the ship and the bow and wake lines. The effect is very realistic, especially when modeling a sloop or schooner vertically in a ½ gallon wine bottle (as sold by Paul Mason Winery)

I have had good luck making my stanchions of fine piano wire and securing threads to these o make rails. The thread is tied to the wire with an overhand knot and a drop of super-glue. Excess glue is immediately removed with a piece of paper towel used as a sponge. After final arrangement of the rails, the tops of any long stanchions are nipped off with a pair of end nippers.

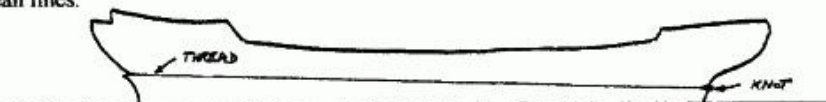
I have found vinyl type window screening to be useful as ladders and catwalk rails (as called for on the 'Preussen) in the course of modeling windjammers.

HOW TO GET THE PERFECT WATERLINE by P. Waharte, Brest, France

(from Compass (from Compass Card #4, 1979)

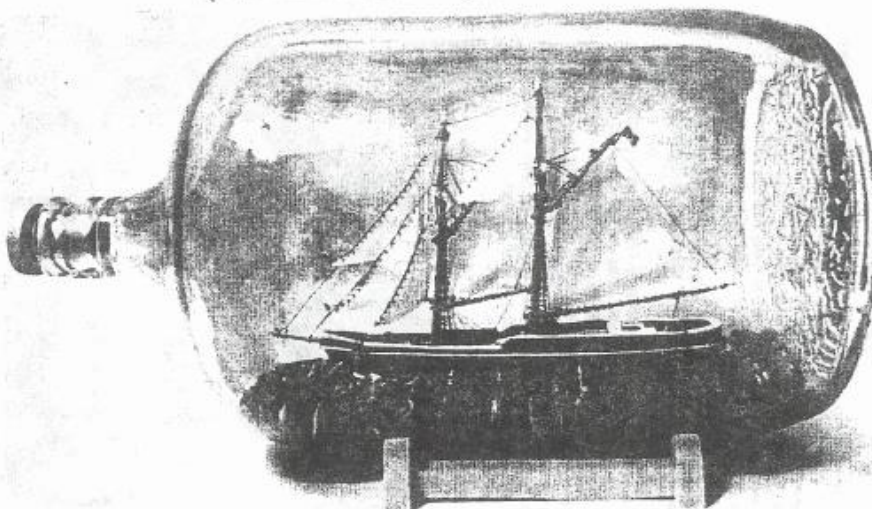
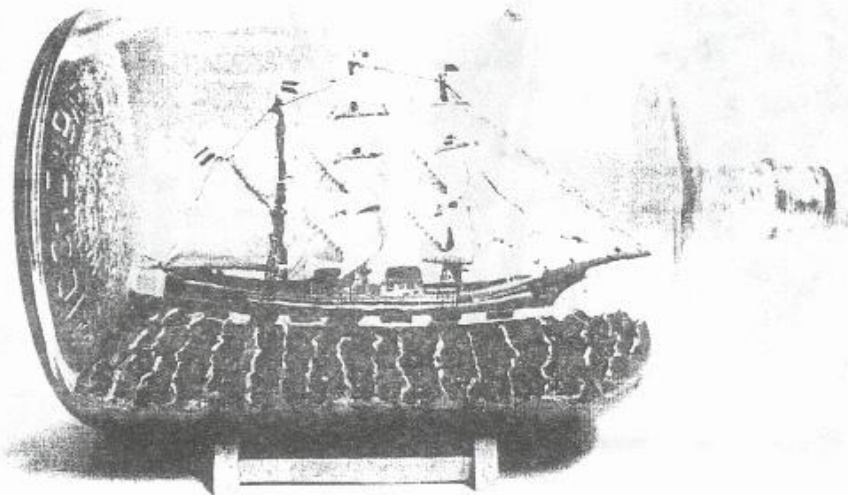
When you have decided on the height of the waterline cut two little nicks in the bow and stern of the ship. Then place a bit of thread around the ship from one nick to another with a knot at one of the nicks to keep the thread in place. It is now very easy to paint the hul above and below the thread. The brush will be guided by the thread. You can then either remove or leave the thread in place as a boot top and have very clean lines.

16 -



The Best of Bottle Shipwright (Continued)

Two models by the late Hugh Gorman, Quebec, Canada (from Compass Card #1, 1981)
They appeared in an article entitled, *Little Ships That Never Sail*, in the magazine, *Canada Crafts*,
December 1977



I must go down to the sea again
Away from pollution and din
And all I ask is a small ship
And a bottle to put her in
From *Time and Tide*, a poem by Hugh Gorman.

★ ★ ★ ★ ★
 聖母瑪利亞，主耶穌，我讚美你。

Cal Charbonneau is known by his peers and collectors for the quality of his more than 80 ships in bottles. *The National Geographic World*, *Tantree Magazine*, *Down East*, *Colonial Homes*, *Traditional Homes*, *Seawards*, *Ships in Scale*, *Off Shore*, *Sailing*, *The Bottle Shipwright*, and *The New York Times* have all featured his work. His art has been part of the Discovery Channel's "Tales of Wood & Water," "The American Trail," the P.A.S. int. "Reading Railroad" with Lavar Burton, the C.B.C. program "Land & Sea" and most recently the popular C.B.S. "Travels With Harry" with Harry Smith, and "Sundae Morning" with Charles Osgood.

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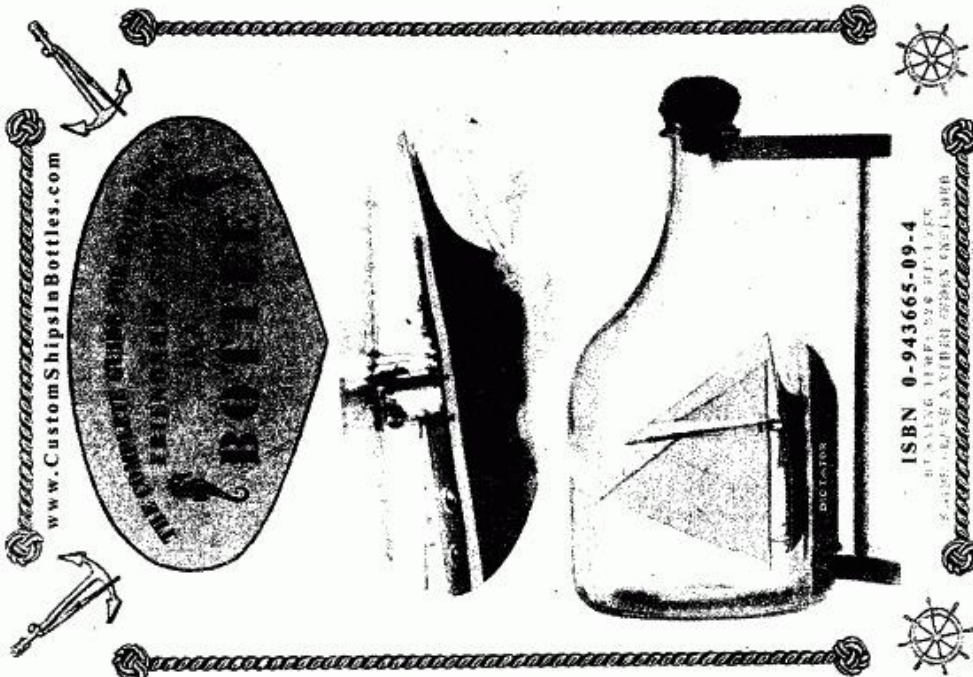
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THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

Thank you for your query:

The **Ships-In-Bottles Association of America** (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

We would like to invite you to join us. Current dues are \$ 25.00 in U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

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Coronado, CA 92178-0550

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Full name: _____ Date: _____

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Please briefly indicate your interest and experience with bottled ships: _____



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Nobuyasu Yamazaki (n.yamazaki@osaki.co.jp)



Juan Rodriguez del Barrio of Madrid, Spain. The "Nuestra Senora de Guadalupe" (19cm deck) This one is in a glass case not a bottle.

The ship was wrecked in the bay of Samana of Isla La Espanola (Dominicana Republic now) during a Hurricane while carrying 500 tons of mercury for the Peru mines.

Juan wishes the warmest greetings of the season and best wishes for the New Year 2005 to all of us and our families.

Beautiful work Juan . Thank you and happy holidays.

